

In the Specification:

Please insert the following new paragraph between existing Paragraphs [00017] and [00018]:

Fig. 1A schematically illustrates a convertible vehicle including a known adjustment mechanism having a component designed according to one embodiment of the present invention;

Please amend Paragraph [00018] as follows:

[00018] Fig. 1B shows a first practical example of a component designed according to the invention, which is made with several recesses in areas with limited load;

Please amend Paragraph [00022] as follows:

[00022] Referring to Fig. 1A, a component 1 of a known adjustment mechanism 100, not further shown in the drawing, for a vehicle roof 110 of a convertible vehicle 120, made to be adjustable between a first position and a second position, as illustrated, is shown. The component 1 or the rod part is produced by a sheet deformation method and has flange edges 3, both in the region of its outer contour and in the region of several recesses 2, whereby the flange edges 3 are each provided as reinforcement parts of the component 1.

Please insert the following new paragraph between existing Paragraphs [00022] and [00023]:

Referring to Fig. 1B, the component 1 or the rod part is produced by a sheet-deformation method and has flange edges 3, both in the region of its outer contour and in the region of several recesses 2, whereby the flange edges 3 are each provided as reinforcement parts of the component 1.

Please amend Paragraph [00029] as follows:

[00029] The component 1 shown in Figure 1B is designed in the areas with limited load, determined during multi-element (or finite element) simulation analysis for the critical load situations, with recesses 2 for weight reduction, in which the component 1, in the areas with higher load, like in the area of articulation point 7, is configured with walls 4 and flange edges 3. The component, designed as a steel sheet part, in comparison to a rod part made from a solid material, represents a significantly lighter version of a rod part of an adjustment mechanism of a vehicle roof that has a uniform stress distribution over the entire component structure for the critical load situations being considered during weight optimization.

Please amend Paragraph [00030] as follows:

[00030] If the component 1 shown in Fig. 1B is not supposed to have the desired strength in certain load states, there is the possibility of designing the component 1 with respect to strength of under-dimensioned cross-sectional areas with reinforcement parts 5 or 5A and 5B, shown in Fig. 2 and Fig. 3. Reinforcement parts 5A and 5B are firmly connected to the flange edges of component 1, preferably by welding, gluing or the like.

Please amend Paragraph [00031] as follows:

[00031] The component 1 shown in Fig. 4 represents a modification, with reference to the variants of the component according to Fig. 1B to Fig. 3, in that it is designed in cross-section as a hollow profile, formed from two individual parts 1A and 1B, each of which corresponds to the component 1 shown in Fig. 1B and are welded to each other in the area of flange edges 3 in a contact area 6. The component formed in this way, according to Fig. 4, in comparison to a rod part made of solid material, has a much more favorable component weight-rigidity ratio.

Please amend Paragraph [00032] as follows:

[00032] In addition to or as an alternative to the variants shown in Fig. 1B to Fig. 4, it can also be envisioned in other practical examples (not further shown) of the component according to the invention that the component 1 or individual parts 1A and 1B be formed in the areas with limited load only with less use of material or with smaller wall thicknesses than in the areas with higher loads. Because of this, on the one hand, a weight reduction is achieved in comparison to components produced from solid material with equivalent wall thickness and, at the same time, higher rigidity is achieved in comparison to components designed with recesses.